Chapter Topic: Transportation

Community Vision Statement

(Overall Future Outcome Envisioned for this Chapter's Topic)

- Charlottesville will enhance the reliability, safety, efficiency, and equitable distribution of the transportation system, and continued integration with the regional transportation network.
- The City will expand transportation options for walking, bicycling, and transit, while efficiently managing and serving vehicular travel. A continuous, connected, and well-maintained network of sidewalks, bicycle facilities, and trails, as well as frequent, affordable, and expanded transit coverage, will support increased walking, bicycling, and public transit use, particularly in lower-wealth areas and areas currently lacking access.
- Adoption and support of new and emerging transportation technologies will further expand travel options throughout the city and will contribute toward the City's climate goals and improving public health by reducing vehicle-related emissions.
- The transportation network will leverage connections across travel modes and be well-integrated with land use and density of housing to support access to jobs, services, schools, affordable and healthy food options, parks and green spaces, and other destinations while reducing reliance on the automobile and single occupancy vehicle travel. As this is achieved, provision of parking will be coordinated with urban form goals, while mitigating potential impacts to neighborhoods and respecting the needs of residents, businesses, employees, visitors, and others.
- Charlottesville is part of a regional network and the City will be an active partner in planning and implementing a regional transportation demand management program as well as bicycle and pedestrian, rail, and bus transit improvements.

Overview of Chapter Goals

(Specific outcomes related to achieving the Community Vision)

Goal 1. Complete Streets: Create and maintain a connected network of safe, convenient, and pleasant accommodations for pedestrians, bicyclists and people with disabilities and transportation facilities for people of all ages and abilities.

Goal 2. Coordination with Land Use & Community Design: Improve quality of life and promote active living by reducing automobile congestion and supporting multimodal options for safe and convenient travel within and between nodes identified in the Future Land Use Plan.

Goal 3. Efficient Mobility: Maintain a safe and efficient transportation system to provide mobility and access.

Goal 4. Parking Supply and Management: Provide a balanced approach to parking that supports economic vitality, achieves urban form goals, minimizes environmental impacts, and accommodates pedestrians, bicycles, transit users, and disabled individuals.

Goal 5. Transit System: Support a robust transit system that increases local and regional mobility and provides a reliable and efficient alternative for Charlottesville's residents, workers, and visitors.

Goal 6. Regional Transportation: Continue to work with appropriate governing bodies to create a robust regional transportation network.

Goal 7. Sustainable Transportation Infrastructure: Manage City-owned transportation assets and equipment in equitable, efficient, innovative, and environmentally responsible ways.

Goal 8. Infrastructure Funding: Identify and seek new sources of sustainable funding mechanisms for the maintenance of existing multimodal infrastructure and facilities and future development of the transportation system.

Goals and Strategies

Goal 1. Complete Streets: Create and maintain a connected network of safe, convenient, and pleasant accommodations for pedestrians, bicyclists and people with disabilities and transportation facilities for people of all ages and abilities.

Related Guiding Principle(s):

- *Connections & Access, Equity & Opportunity*

Measures of Progress:

- *Reporting on performance measures from the Bicycle and Pedestrian Plan (page 92 of that plan)*
- *WalkScore by neighborhood*
- *# of projects completed to incorporate the design features outlined in the Streets that Work Plan into the city's streets*
- *# of projects completed to incorporate the design features identified in the ADA Transition Plan*
- *% of commercial and employment centers, grocery stores/food access locations, transit routes, schools, and parks with pedestrian connectivity within ¼ mile*
- *# of injuries and fatalities related to transportation*

Strategy 1.1 Continue to implement projects from the City's Bicycle and Pedestrian Master Plan and Streets that Work Plan, prioritizing underserved neighborhoods, locations lacking connectivity, and improvements needed within Future Land Use Map nodes and corridors.

Sub-strategies:

- Analyze locations needing convenient, safe, and accessible pedestrian connections within ¼ mile of all commercial and employment centers, grocery stores/food distribution locations, transit routes, schools, parks, and corridors/nodes identified on the Future Land Use map. This may include sidewalks, curb ramps, staircases (where ramps are not feasible) and other features.
- Continue to include bicycle, pedestrian, ADA, and transit (including pupil transit) accommodations and improvements as part of planning and design of all major road projects (including paving) and all new development.
- Continue to implement recommended design features that improve the safety and comfort level of all users and contribute to the City's environmental goals. This may include street trees within buffers, street furniture, and adequate sidewalk widths.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: NDS, Parks & Recreation, Public Works, BPAC, City Council, Private Sector
- Timeframe: Ongoing; annual updates on implementation
- Source: 2018 draft Transportation chapter

Strategy 1.2 Consistently apply universal design features, including ADA (Americans with Disabilities) standards as outlined in the ADA Transition Plan, and ensure that sidewalks are free of obstructions and that accessible curb ramps exist at all pedestrian crossings where conditions allow.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: NDS, BPAC, ADA Advisory Committee, Private Development
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 1.3 Create safe walking and biking routes to every public school in the city, prioritizing schools with the highest percentages of free and reduced lunch participants.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works, BPAC, City Council, Charlottesville City Schools, School Board
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 1.4 Address traffic calming needs to create safer streets in collaboration with neighborhood residents and as part of the development process.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works, BPAC, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter, *Cville Plans Together* process

Strategy 1.5 Continue to require new development and redevelopment projects, where applicable, to provide temporary bicycle and pedestrian access when such access is affected by construction activities for the development.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 1.6 Track and map fatalities and serious injuries on the city's streets and trails to identify areas of concern.

Sub-strategy:

- Consider development of a Vision Zero strategy in Charlottesville, to work toward a goal of zero fatalities or serious injuries on the city's streets.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Neighborhood Development Services (NDS), Parks & Recreation, Public Works, Bicycle and Pedestrian Advisory Committee (BPAC), City Council, Police Department
- Timeframe: 1-2 years
- Source: Staff

Goal 2. Coordination with Land Use & Community Design: Improve quality of life and promote active living by reducing automobile congestion and supporting multimodal options for safe and convenient travel within and between nodes identified in the Future Land Use Plan.

Related Guiding Principle(s):

- *Connections & Access*

Measures of Progress:

- *Summary of updates to City regulations*
- *% development or redevelopment projects or City roadway projects that minimize curb cuts*
- *# bicycle parking locations within the public right-of-way*

- *# bicycle parking locations included with development projects*

Strategy 2.1 Update City regulations (including zoning and the Standards and Design Manual), where appropriate, to enable design techniques that encourage urban scale and walkable communities.

Sub-strategies:

- Where existing streets are very narrow or have other restrictions that cause them to be unable to conform to standard modern requirements, consider and allow for other strategies that increase safety and walkability.
- Improve walking and biking conditions by discouraging and/or minimizing curb cuts for driveways, garages, etc. in new development and redevelopment and provide funds to strategically close existing curb cuts on priority walkways.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: NDS, Planning Commission, City Council, Private Development
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter, *Cville Plans Together* process

Strategy 2.2 Implement and encourage improved amenities for non-motorized travelers, including those needed to support multimodal travel by residents, workers, and visitors.

Sub-strategies:

- Require new developments to provide on-site amenities such as transit shelters, bicycle storage (racks/lockers), and shower/locker room facilities.
- Continue to require bicycle parking with new development, and continue to provide bicycle parking within the public right-of-way to support local businesses.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: NDS, Public Works, CAT, OED, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Goal 3. Efficient Mobility: Maintain a safe and efficient transportation system to provide mobility and access.

Related Guiding Principle(s):

- *Connections & Access*

Measures of Progress:

- *# shared mobility hot spots and usage by neighborhood*

Strategy 3.1 Encourage new street connections and alternate traffic patterns, where appropriate, to improve connectivity; reduce trip lengths for all users; and distribute traffic volumes across the street network.

Sub-strategies:

- Using the approved Procedures for the Alteration of Streets, Alleys, Public Rights-of-Way and Public Easements (September 2019), consider the promotion of paper streets (a road or street that appears on maps but has not been built) and alley improvements, particularly where they can improve neighborhood connectivity to services, with a focus on communities currently lacking these services.
- Consider formalization of informal paths such as desire lines for safe, convenient parallel connections to schools, parks, and other destinations.
- Upgrade certain quiet or informal off-street paths to a standard that will allow residents of all ages and abilities to use them for walking and biking. This could include paths that follow sewer lines or other

infrastructure installations, and could also include formalization of desire lines (informal paths created by people walking where there are not sidewalks or other infrastructure currently in place).

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: NDS, Public Works, City Council, Fire Marshall
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter, Staff, *Cville Plans Together* process

Strategy 3.2 Expand the use of Transportation System Management techniques such as Intelligent Transportation Systems to coordinate traffic signals and communicate emergencies, weather, and incidents to drivers.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 3.3 Minimize the effects of congestion on commuters and the movement of goods through such strategies as: signal coordination, parking management techniques that reduce the need to circle for a parking spot, encouragement of off-peak deliveries, exploring opportunities to integrate new technology and promotion of sustainable modes of transportation.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works, Economic Development, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 3.4 Create centers for shared mobility and transit in the Downtown and University areas and eventually a network of neighborhood nodes.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works, CAT, UVA
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 3.5 Promote pedestrian safety and convenience by adjusting signal timing, optimizing speed limits and reconfiguring lanes (where appropriate) to reduce vehicle/pedestrian conflicts.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 3.6 Make it easier for residents and visitors to find their way around town via low-stress routes by adding signage or indicators, including both direction and distance and/or travel time.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works

- Timeframe: 2-3 years
- Source: *Cville Plans Together* process

Strategy 3.7 Consider and address the impacts that emerging technologies may have on the future capacity needs of the transportation network, environmental sustainability goals of the City, as well as their potential impacts on land use planning/design. These technologies may include, but are not limited to, shared mobility (e.g., bike share, car share), autonomous vehicles, buses and micro-transit, online goods delivery, electric vehicles, etc.

Sub-strategies:

- Develop policies and programs to promote the use of such technologies, as appropriate.
- Encourage commercial entrants by establishing a clear regulatory framework, and work with UVA to create public fleets as appropriate.
- Evaluate demographics of early adopters and ensure shared mobility benefits are accessible in an equitable way.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works, BPAC, City Council, UVA
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Goal 4. Parking Supply and Management: Provide a balanced approach to parking that supports economic vitality, achieves urban form goals, minimizes environmental impacts, and accommodates pedestrians, bicycles, transit users, and disabled individuals.

Related Guiding Principle(s):

- *Connections & Access*

Measures of Progress:

- *# projects with reduced parking requirements (and # parking spaces reduced)*
- *# City-owned or co-owned parking spaces converted to shared parking*

Strategy 4.1 Review completed parking studies and evaluate/prioritize strategies for implementation throughout the city.

Sub-strategies:

- Identify, evaluate, and adopt appropriate “best practices” for parking management to more effectively and equitably manage parking resources.
- Where pricing strategies will be considered, evaluate the potential impacts on low-income and other marginalized communities.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Parking Advisory Panel, OED, Public Works, City Council
- Timeframe: 2-3 years
- Source: 2018 draft Transportation chapter, *Cville Plans Together* process

Strategy 4.2 Examine the possibility of phasing out minimum parking requirements in locations where sufficient transit service and bicycle and pedestrian facilities are in place, and manage parking demand to prevent consistent disruptive on-street parking spillover into residential areas.

Sub-strategy:

- Reduce parking requirements in nodes and corridors identified on the Future Land Use Map when a development proposal includes strategies that can be

demonstrated to reduce vehicle trips to and from the development.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: NDS, OED, Public Works, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 4.3 Examine investment in municipal, shared parking facilities in strategic locations to foster more efficient land use and reduce surface parking.

Sub-strategies:

- Look for opportunities for these facilities to support production of more affordable housing by reducing parking-related development costs.
- Such facilities should also aim to leverage and connect well with transit, bicycle, and pedestrian transportation systems.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: OED, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 4.4 Evaluate the potential development of suburban park and ride/park and bike facilities and provision of express transit service to and from these during peak demand periods to reduce traffic congestion into and out of the city's urban core and employment areas.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: TJPDC, CAT, OED, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 4.5 Explore policies and programs to promote and allow integration of electric vehicle charging infrastructure within the city.

Sub-strategies:

- Develop consistent signage and minimum design standards for electric vehicle charging for integration into the Standards and Design Manual.
- Encourage and support integration of electric vehicle charging in publicly accessible places throughout the community.
- Explore standards for EV-Ready buildings and promote these standards, particularly for residences.
- Integrate electric vehicle charging in Park & Ride and commuter parking locations.

Implementation:

- Potential Implementation Lead & Partners: Public Works, Planning Commission, City Council, Public Works
- Timeframe: 1-2 years
- Source: 2018 draft Transportation chapter

Goal 5. Transit System: Support a robust transit system that increases local and regional mobility and provides a reliable and efficient alternative for Charlottesville's residents, workers, and visitors.

Related Guiding Principle(s):

- *Connections & Access, Equity & Opportunity*

Measures of Progress:

- *% of low-income population with access to transit within ¼ mile*
- *% of households with no vehicle that have access to transit within ¼ mile*
- *Transit ridership*

Strategy 5.1 Participate in the development of the Charlottesville Area Regional Transit Vision Plan to develop a transit system that adequately and equitably serves the residents of the entire Charlottesville-Albemarle community. Ensure that community opportunities to participate are distributed widely.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: CAT, TJPDC, CAT, NDS, City Council
- Timeframe: Immediate (within 1 year)
- Source: 2018 draft Transportation chapter, *Cville Plans Together* process

Sub-strategies:

- Look for ways to expand transit service, improve reliability, and increase ridership by providing more frequent service, and a longer span of service, on all routes along corridors and connecting nodes indicated on the Future Land Use Plan such that these areas of the city are served by transit in a manner that is equivalent to the time it takes to drive.
- Encourage community discussion of trade-offs between better access to routes and greater frequency of service.
- Include evaluation of Sunday and after-dark bus service and route restructuring.
- Include assessment of locations needing improved accessed to transit via walking or bicycling.

Strategy 5.2 Ensure that transit is financially accessible to all residents and those who work in the city, including low-income populations, the elderly, and those with disabilities.

Sub-strategies:

- Evaluate ways to continue fare-free service provision.
- Consider a new bus or micromobility (e.g., shared bicycles, scooters) pass to provide free or subsidized rates for low-income residents that qualify for SNAP or WIC.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: CAT, Social Services, OED, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter, *Cville Plans Together* process

Strategy 5.3 Work with appropriate agencies to evaluate the use of Intelligent Transportation System (ITS)/transit signal priority to promote transit efficiency.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: CAT, Public Works, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 5.4 Explore innovative approaches, including partnerships with employers and retail nodes, to increasing ridership of public transit, especially for first time riders.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: RideShare, Public Works, CAT
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 5.5 Evaluate transit services to food access points and consider incorporating new bus stops near these locations, which may include community and school gardens, farmers markets, grocery stores, emergency food banks, soup kitchens, and nutritional services.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: CAT, NDS
- Timeframe: 1-2 years
- Source: 2018 draft Transportation chapter

Goal 6. Regional Transportation: Continue to work with appropriate governing bodies to create a robust regional transportation network.

Related Guiding Principle(s):

- *Local & Regional Collaboration; Connections & Access*

Measures of Progress:

- *Regional mode share % – may include Non-auto Driver Mode Share (NADMS) data gathered by the future TDM program (measured against goals to be established by that program)*
- *Regional Vehicle Miles Traveled (VMT)*

Strategy 6.1 Evaluate the potential to fund and create a regional Transportation Demand Management program designed to reduce traffic congestion and shift commuter transportation patterns to non-auto modes.

Sub-strategies:

- The program should develop strategies to increase the non-auto-driver mode share by working with employers to encourage the use of non-auto modes of transportation by employees. This could include encouraging local employers to use techniques such as flexible work hours, individualized trip planning, parking cash out and other financial incentives for using alternative modes of commuting, to preserve the traffic-moving capacity of the arterial roadway network. This could also include promotion and marketing of public transit, ridesharing, bicycling, and walking with all potential users.
- Encourage existing and new employment and business centers to participate in the region's Rideshare and car/vanpooling programs.
- The program should work with the City of Charlottesville Parking Program on collaborative strategies to reduce parking demand.
- To better understand the transportation system, under this program, data on the current commuter patterns should be gathered annually. This may include surveys related to current multimodal transportation including biking, vehicle miles traveled, and single occupancy vehicle trips.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: CAT, RTP, OED, NDS, City Council, Public Works
- Timeframe: 1-2 years
- Source: 2015 Nelson Nygaard Comprehensive Parking Study

Strategy 6.2 Actively work with partners to plan for and improve regional connectivity for bicycle, pedestrian, and transit travel.

Sub-strategies:

- Coordinate to create transit, trail, and/or multi-use path links between the Charlottesville's existing pedestrian infrastructure and regional trails and destinations (including Monticello).
- Develop and enhance recreational and transportation trails to ensure consistency of bicycle and pedestrian facilities across city/county boundaries.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: VDOT, Department of Rail & Public Transportation (DRPT), TJPDC and the Regional Transit Partnership (RTP), Albemarle County, JAUNT, UVA, NDS, City Council, Public Works, CAT, Monticello Foundation, BPAC
- Timeframe: Ongoing

- Source: 2018 draft Transportation chapter

Strategy 6.3 Actively collect information regarding regional travel patterns, such as origin destination data and bicycle and pedestrian counts to improve access to destinations within the city and region emphasizing nodes and corridors identified on the Future Land Use Map.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: TJPDC/MPO, Public Works, VDOT, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 6.4 Support and expand Amtrak rail service in Charlottesville.

Sub-strategies:

- Coordinate with state planning related to the Commonwealth Corridor and other planned state investments in rail travel to or through Charlottesville.
- Work with partners in the Public and Private sector to upgrade the railroad station so it can better handle existing service, be well positioned to handle increased service, and be more accessible for passengers with disabilities

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: OED, Public Works, TJPDC, City Council, DPRT, Amtrak
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter, Staff

Strategy 6.5 Support the Charlottesville Area Regional Airport and encourage robust competition for airport service providers.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: OED
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Goal 7. Sustainable Transportation Infrastructure: Manage City-owned transportation assets and equipment in equitable, efficient, innovative, and environmentally responsible ways.

Related Guiding Principle(s):

- *Connections & Access, Environmental Stewardship & Sustainability*

Measures of Progress:

- *# of electric vehicle charging locations*
- *Green infrastructure incorporated as part of transportation projects (# trees, etc.)*

Strategy 7.1 Develop policies and strategies to incorporate green infrastructure as an integral part of transportation planning, incorporating considerations from GreenPrint 1.0 and collaboration with partner organizations.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works, Parks & Recreation, NDS, City Council

- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 7.2 Continue to perform regular maintenance and assess life-cycle costs on existing transportation-related equipment and facilities to maximize capital investment and minimize air, water, and noise pollution.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works, Parks, Fleet, CAT, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 7.3 Where feasible, use alternative energy sources to power equipment, such as solar powered beacons, generators, and battery storage for lighting.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works, Parks & Recreation, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 7.4 Reduce vehicle-related emissions through reduced vehicle miles traveled citywide, anti- idling efforts, increased use of alternative fuel vehicles, and increased fuel efficiency by through fleet updates.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works, CAT, Parks & Recreation, Pupil Transportation, City Council
- Timeframe: Ongoing
- Source: 2018 draft Environment chapter, 2018 draft Transportation chapter, *Cville Plans Together* process

Goal 8. Infrastructure Funding: Identify and seek new sources of sustainable funding mechanisms for the maintenance of existing multimodal infrastructure and facilities and future development of the transportation system.

Related Guiding Principle(s):

- *Connections & Access*

Measures of Progress:

- *# grant applications (and $ amount requested)*
- *% successful grant applications*

Strategy 8.1 Develop creative means of increasing private revenue for transit, including working with landlords to bundle access passes with rent and seeking donations to support the Free Trolley.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: CAT, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 8.2 Prioritize funding for regular maintenance to preserve and sustain investments in our transportation system.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works, CAT, City Council

- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 8.3 Identify additional funding sources for transportation improvements including grants, public/private partnerships, and potential system operations revenues.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works, CAT, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 8.4 Evaluate statewide changes in transportation funding and propose necessary revisions.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: Public Works, CAT, City Council, TJPDC/MPO
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 8.5 Coordinate the funding and development of transportation facilities with regional transportation and land use plans, and with planned public and private investments.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: TJPDC, OED, Public Works, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 8.6 Explore the possibility of establishing a Transportation District or impact fee service areas for road improvement projects, and determine the feasibility of implementing these approaches on routes/corridors connecting downtown and other strategically important nodes identified on the Future Land Use Map.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: OED, Public Works, NDS, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 8.7 Seek opportunities for private donations of trail easements and construction of trail enhancements such as bridges or interpretive signage.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: NDS, Parks & Recreation, City Council, Private Developers
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter

Strategy 8.8 Develop a plan for a dedicated funding source to support transit development and operation of high frequency service on all routes with emphasis on routes/corridors connecting downtown and other strategically important nodes identified on the Future Land Use Map.

Implementation Notes and Source of Strategy:

- Potential Implementation Lead & Partners: CAT, RTP, City Council
- Timeframe: Ongoing
- Source: 2018 draft Transportation chapter